









## Intimation.

Powell's

ALEXANDRA  
BUILDINGS.

NOW SHOWING.

New Fabrics

FOR

SPRING

AND

SUMMER

GOWNS

STRIPED  
ZEPHYRS

50 cts. Yard

MERCERISED

LAWNS

75 cts. Yard

FLOWERED

MUSLINS

50 cts. and \$1.00 Yard

FLOWERED

VOILES

50 cts. and \$1.00 Yard

CREPOLINES

LINENS

\$1 00- Yard

POPLINS

All the above are of  
Exceptional Value.

POWELL'S

Alexandra

Buildings.

## Public Company

THE CHINESE ENGINEERING AND  
MINING CO. LIMITED.

## NOTICE.

AN INTERIM DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, on account of year ending 28th February, 1910, has been declared by the Directors of the above Company.

COUPON No. 14 is payable on the 2nd May, at the Chartered Bank of India, Australia & China and the Russo-Chinese Bank at Tientsin and Shanghai.

J. S. DOBIE,  
Agent.

Hongkong, 2nd May, 1910.

## Notices of Firms.

## NOTICE.

WE have this day authorized Mr. CARL AUGUST ERNST MAX FRIEDRICH to Sign our Firm per Procuration.

ARNHOLD, KARBURG & CO.  
Hongkong, 1st May, 1910.

## NOTICE.

MR. KURT DITTMERS is authorized to Sign our Firm per Procuration from this date.

RADECKER & CO.  
Hongkong, 1st May, 1910.

## NOTICE.

THE interest and responsibility of Mr. H. E. TOMKINS in our Firm ceased on the 30th ult.

Mr. F. H. ARMSTRONG is admitted a partner in our Firm in Hongkong and China from this date.

REISS & CO.  
Hongkong, 2nd May, 1910.

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
ON  
SATURDAY,

the 7th May, 1910, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Lee House Street,  
A LARGE ASSORTMENT OF  
JAPANESE CURIOS.

Comprising:—  
CARVED CHERRYWOOD CABINET, TABLES, DESKS, CHAIRS AND STANDS, CARVED IVORY FIGURES, CARVED BRASS BOWLS AND VASES, KINKOSAN SATSUMA VASES, TEA SETS, MAKUO ZU AND IMARI WARE, SILVER OLOSONNE VASES AND INCENSE BURNERS, SILK-EMBROIDERED RED SCREENS, WALL HANGINGS, KAKEMONOS, JAPANESE HAND-PAINTED TEA SETS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HUGHES,  
Auctioneers.

Hongkong, 30th April, 1910.

## For Sale.

## FOR SALE.

Steam launches, Steel lighters, Wooden lighters, Steam cranes (travelling and stationary), Steam hoists, Lidgetwood steam pile driver, Diving pump and dress, Hand grabs, Capstan, Hand winches, Driving pulley, Bolts and Nuts, Hook bolts, Clutch bolts, Barrel bolts, Galvanized spikes, Pile shoes, Chain hoists, Iron and Brass screws, Differdange piles, Rolled Steel joists, Steel channels, Corrugated iron roofing, Roofing washers, Ang's iron, Cast iron columns (suitable for building construction), Whitewashing machines, Canvas sewing machine, Patent Fire escape, "Well's" light, "Kitson" light, Acetylene lamps, Hand pump, Theodolite and levelling staff, Roneo duplicator, Comptometer, Telescope (on tripod), Office desks and cupboards.

Apply to

GEO. P. LAMMERT.

Hongkong, 3rd May, 1910.

## FOR SALE

AT  
GRACA & CO.

27, DES VOEUX ROAD.

## ASIATIC POSTAGE STAMPS

and  
VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.  
Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.  
Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweeters, Magnifying Glasses, Perforation Gauges.  
Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.  
Relief Scraps and Scrap Albums.

MANILA CIGAR AND  
CIGARETTES.

&c., &c., &c.  
Inspection invited.  
Hongkong, 12th January, 1910.

## THE COLONIAL OFFICE.

INITIAL STEPS IN SCHEME OF  
REORGANISATION.

## DATE OF DEFINITIVE DIVISION.

The Earl of Crewe's hint at the Royal Colonial Institute banquet to Sir George Reid that it is one of the probabilities of the future that the Colonial Office would be divided into two sections, one dealing with the self-governing dominions, the other with the Crown colonies, has naturally aroused a great deal of interest in colonial circles in London. At the time of the last Imperial Conference, a strong case was put forward for this reform, it being urged that the methods of dealing with Crown colonies and with self-governing dominions were so entirely different that it was unwise to have them under the one department. A tentative suggestion was then made that there should be an Imperial Department and a Colonial Department of State.

We are, says a London journal, in a position to state that Lord Crewe's speech, though it did not make a definite announcement, represented a statement of policy which has passed the stage of discussion and has been actually decided upon. Probably by the date of the next Imperial Conference the division of Colonial Department into two sections will be made, if the present Liberal Government is in power, and just as certainly if a Unionist Government has succeeded it, for the Unionist Party is in full sympathy with the aspirations of the new Imperialism, and with the desire of the self-governing dominions to accrete the fact that their bond to the Empire is a family one of affection rather than the reluctant obedience of subjection.

## SENTIMENTAL CHANGE.

It may be further stated that the change, when it comes, so far as the departmental organization is concerned, will be more sentimental than real; the real change will have been already effected, but, indeed, now been very materially advanced. Before the last Imperial Conference there was a tendency, dictated by office convenience, to separate the Crown colonies administration from that of the self-governing dominions and dominions. The methods of procedure were so different in dealing with a colony which was directly under British Government rule and a dominion which had a practically independent Parliament of its own that one set of officials learned to specialize on one side, another set on the other side, of the administrative work. After the last Imperial Conference this tendency was very much accentuated. The wishes of the self-governing dominions to have their affairs kept apart from those of the Crown colonies was respected as far as office administration would permit, and the Colonial Office began to split into two departments, though still under the one roof and under the one Parliamentary head. When the division is formally announced the officials of the Colonial Office will be able to follow the new system with but slight changes from the present routine.

But if the division is to be thorough some Parliamentary as well as departmental reform will be necessary. If the one Minister is to represent the two departments in the House of Commons or the House of Lords as the case may be, there will not be a thorough separation, not, indeed, a separation at all to meet the sentimental objections urged against the present arrangement; and those sentimental objections are really of the first importance in this matter, since the chief basis of the Imperial idea is sentiment. Would the Government go so far as to arrange for a new member of the Cabinet with some such title as Imperial Minister? As regards the present Government, probably that point need not be discussed since the decision is not likely to be in its hands.

## THE NEW IMPERIALISM.

An interesting proof of the general acceptance of the tenets of the new Imperialism is the fact that the Colonial Office is dividing up its work, as it has been doing since the last Imperial Conference, into self-governing Crown colony sections, has assigned to the different dominions the Crown colonies nearest to them. Thus the Australasia department in the Colonial Office has under its care Fiji and the other Oceania settlements; the South African department has the native protectorates. It is reasonable to presume that when the Colonial Office is formally divided up the self-governing dominions section will carry with it some of the Crown colonies; which will be the formally recognised as coming under the sphere of influence of different nations under one Crown. Indeed, that phrase—with its implied sense of a recognition of full national independence—has actually crept into use in the Colonial Office. In the near future, it seems likely, United South Africa will be given full responsibility for the South African native protectorates; Canada will possibly have charge of the West Indies; Australia and New Zealand (when they can agree among themselves) will control, under the Crown, the Pacific possessions of the Empire.

That would still leave a great deal of work for a purely Crown colony department. At present five-sixths of all the work of the Colonial department affects the Crown colonies, only one-sixth the self-governing dominions. The Crown colonies which would remain outside the sphere of influence of any self-governing dominion would make a large group; and a fairly troublesome group. There would always be the contingency, likewise, that a particular Dominion would be unwilling to undertake the responsibility of the Crown colonies within its sphere of influence. But all that is for the future, perhaps. For the present, Colonial Office reorganisation will go no further than the definite separation of the Crown colonies from the self-governing dominions.

## THE PRICE OF OPIUM.

Perhaps the most remarkable feature in connection with the letter written to a Bombay contemporary by Sir Sassoon David with regard to the enormous prices obtained for the opium, is that Sir Sassoon David, who is looked upon as an expert, should have been so far out in his reckoning. Sir Fleetwood Wilson, in the course of his Financial Statement, remarked that he believed Rs. 1,750 to be a reasonable safe assumption of the average price. For the year which has just begun, Sir Sassoon David put the rate at Rs. 2,000. At the first sale on the 5th inst. 3,300 chests realised an average price of Rs. 3,856. The great difference between the figure of the expert and the figure actually obtained is some excuse for Sir Fleetwood Wilson. Sir Sassoon David, points out that as a result of the large difference between the Government estimate and the sale price there will be a surplus of sixty-eight lakhs, fifty odd thousand rupees for one month's sales at which rate the Government will realise a surplus of over-eight crores of rupees on the year. This of course assumes that the high price will be maintained. This will no doubt depend to a great extent upon how far the Chinese Government carry out their restrictions of opium cultivation in China. From recent news of violent opposition in parts of China to the attempts to stop cultivation it is evident that the Chinese Government have no easy task before them. His own opium does not satisfy the wants of the Chinaman so well as does the Indian product, which is a point in favour of the present high price being maintained, whatever cultivation may take place in China. At the same time it is safe to assume that if the Chinese Government do not fulfil their share of the bargain, the price of Indian opium will fall.—*Englishman.*

## WHAT A PEERAGE COSTS.

The elevation of Mr. Herbert Gladstone and Mr. Ivor Guest to the Peerage is probably as pleasing to themselves as it is to their many admirers, but each of the gentlemen so honoured will have to pay pretty heavily for the privilege of adding a title to his name. Between them they will have to pay out nearly a thousand pounds.

The higher the rank the higher the fee, and thus Mr. Gladstone as a viscount will have to pay £494 4s. 6d. in fees, whilst Mr. Guest as a baron, which is one degree lower in the British Peerage, will be let off with a mere £300 17s. 1s. might be supposed, the money is not paid over in a lump sum to one of the State officials as a sort of formal payment in exchange for the title, but is divided up into several items. Mr. Gladstone, for instance, will have to pay £200 to stamp duties, £219 in Crown Office fees, and £37 2s. 6d. in Home Office fees, whilst Mr. Guest pays £150 12s. for his stamp duties, £179 for his Crown Office fees, and £30 15s. for Home Office fees.

But even when the unfortunate peer has paid all these items he has not by any means come to the end of his long expenses list. For the first few months after his accession the newly-fledged peer is simply inundated with official documents demanding a licence on one or another of his new privileges. There is the licence for the coronet on his carriage or motor-car, and the stamp on his note-paper, not to mention the expensive coronet and robes which all members of the peerage are obliged to provide themselves with.

In the case of the older families, of course, the latter expense is generally avoided, for the robes of State are treasured as family heirlooms and are passed on from one member of the family to another as the occasion demands. But in the case of the newer creations, unless the new peer wishes to hire his robes for the few occasions on which he is expected to appear in them, he is obliged to spend many hundreds of pounds in "praying himself" as he might say, a peerage as a peer of the realm.

As a matter of fact, the hiring of robes by the eminent gentlemen in the House of Lords for State occasions is far more prevalent than is generally known which, after all, is by far the most economical method of procedure, for practically the only occasion on which peers put on their symbols is at a State Reception of the Sovereign, or when they wish to have their portrait taken in their robes, which is, of course, not a necessity.

If the truth were known, there is scarcely a peer in the House of Lords whose gold on his coronet is not pickpocket and the jewels imitation—simply because of the enormous and useless expense of providing a genuine affair.

But Mr. Gladstone and Mr. Guest have escaped comparatively lightly, for if they had had a higher honour than their present one conferred upon them, such as a duke or a marquess their expenses would have been nearly doubled. A duke has to pay fees amounting to £803 12s., whilst a marquess runs him close with £691 12s.

A duke, however, is especially unfortunate, for his robes of State cost him almost as much as all his expenses put together. They are the most magnificent of any of British peerage, and are made of the finest scarlet cloth lined with taffeta and ermine. Gold lace of the finest quality is plentifully displayed on the robes, whilst his cap, of crimson velvet, is surmounted with a peacock's tail. His coronet, however, is the most magnificent part of his dress, for it consists of a circle of gold, chased and jewelled, and set round with eight strawberry leaves.

It may be stated, however, that every gentleman who has title bestowed upon him has full knowledge of what the cost of it is likely to be, and is at perfect liberty to refuse the honour if he regards the expense as exorbitant. There is seldom any unpleasantness in the matter of paying up, although at the time when Lord Roberts was raised to the peerage he was somewhat annoyed at having a bill of £1,750 filed in upon him for fees relating to his newly-acquired honour.

But his was an exceptional case, for there is one circumstance under which the ordinary fees are increased, though it need hardly be said there is none under which they are ever decreased. The increase is made when the peer is unmarried or, being married, has no son to inherit his title, and he desires what is called a "special remainder" in the one case to his daughters, or in the other to change the ordinary line of succession.

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 28th April 1910, 100 cts. per 5 lbs.

## BUTOHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa B.	20
" Corned—Ham Ngau Yuk	22
" Roast—Shiu	22
" Breast—Ngau Lam	15
" Soup, Tong Yuk	20
" Steak—Ngau Yuk Pa	22
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chong	26
Bellows' Brains—" Know	9
" Tongue—Ngau Li	50
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	85
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Kook	8
" Kidneys—Ngau Yin	9
" Tail—Ngau Mei	18
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai	10
" Tongue—Ngau-chai	10
Mutton Chop—Young Pal Kwai	22
" Leg—Young Poi	22
" Shoulder—Young Shau	20
Pigs' Chiklins—Chi cheong	22
" Brains—Chi Know	24
" Feet—Chi Kook	12
" Fry—Chi Chuk	25
" Head—Chi Tau	15
" Heart—Chi Sum	11
" Kidney—Chi Yiu	30
" Liver—Chi Koon	30
Pork, Chop—Chi Pal Kwai	18
" Leg—Chi Pal	24
" Corned—Ham Che Yuk	15
" Log—Chi Pal	15
" Fat or Lard—Chi Yau	15
Sheep's Head and Feet—Young Tau	10
" Neck	10
" Heart—Young Sun	6
" Kidneys—Young Yiu	9
" Liver—Young Yiu	9
Sucking Pig, To Order—Chi Chai	22
Suet, Beef—Sung Ngau Yau	22
" Mutton—Sung Young Yau	20
Ven—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

## POULTRY.

	Cents.
Chickens—Kai Chai	30
Gapons, Large, Small—Siu Kai	32
Ducks—Ap	18
Doves—Pau Kai	26
Eggs, Hen—Kai Tau	24
Fowls, Canton—Kai	34
" Hutan—Hoi Nam Kai	31
Geese—Ngo	22
Geese, Wild Shanghai—Sheung Hoi Yeh	—
" Ngo	—
Most Duck—Wong Keng	—
Hare—Ta Chai	—
Partridge—Chi Khoo	—
Pheasant—Shan Kai	—
Pigeons, Canton—Pak Kup	—
" Hothow—Hothow Pak Kup	—
Quail—Um Chuan	—
Rice Birds—Wo Fa Cheuk	—
Snipe—Shi Oh	—
Turkeys, Cock—Fo Kai Kung	—
" Hen—" Na	—
Wild Ducks, Shanghai, Sulap	—
Feal, Shanghai, Sulap Chai	—
Wild Ducks Canton—Sung Shing Sulap	—

## FISH.

	Cents.
Barbel—Ka Yu	10
Bream—Biu Yu	16
Canton Fresh Water Fish—Hoi Siu Yu	16
Carp—Li Yu	18
Catfish—Chik Yu	12
Codfish—Mun Yu	22
Crabs—Hoi	14
Cuttle Fish—Mok Yu	14
Dab—Su Mang Yu	14
Dace—Wong Mei Lun	11
Dog Fish—Tsi Yu	9
Kels, Gouger—Hoi Man Yu	15
" Fresh water—Tam Siu Yu	16
" Yellow—Wong Siu	28
Frogs—Tien Kai	36
Garpons—Sak Pan	60
Gudgeons—Pak Kup Yu	12
Herring—Tiao Pak	12
Hallbut—Chong Kwan Yu	12
Lahus—Wong Fa Yu	12
Loach—Wo Yu	12
Lobsters—Long Ha	26
Mackerel—Chi Yu	20
Monk Fish—Mon Yu	20
Mullet—Chai Yu	20
Oysters—Sung Hoo	20
Parrish—Kai Kung Yu	22
Pike—Tan Loo	15
Pike—Ya Pau Poong	9
Pike—Pan Yu	16
Pomfret, Black—Hak Chong	24
Pomfret, White—Pak Chong	24
Prawns—Ming Ha	24
Ray—Fai Yu	15
Rock Fish—Sak Kan Kung	15
Roach—Chun Yu	10
Sole—Chun Yu	10
Sole, (Fresh)—Chun Yu	10

	Cents.
Shark—Sa Yu	9
Shale—Po Yu	10
Shrimps—Ha	28
Snapper—Lap Yu	22
Soles—Tat Si Yu	26
Tench—Wan Yu	18
Turbot—Choi Yu	20
Turtles, small, fresh water—Kook Yu	60
White Bait—Ngau Yu Chai	—

## FRUITS.

	Cents.
Almond—Hung Yan	25
Apples, (California)—Kam San Plog	—
" Ko	20
" (Chico)—Tin Chuan Plog	—
" Ko	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chai	—
Bananas, fragrant, Canton—Sung Sheng	—
" Heung Chiu	3
" (brides), Macao—Sung Heung Chiu	4
Chestnuts, Chinese—Fong Lai	10
Carambola—Young Tau	—
Cocoanuts—Yeh Tai	10
Grapes—Siu Tai Tai	—
Lemons, China—Ning Moong	16
" Amer.—Kum San Ning Moong	5
Lichens, Small Stone—Lai Chai Chiu	25
" Fresh, Lai Chai	—
Limes, (Salon)—Sal Kung Ning	—
Moong	5
Mango, Manila—Lai Sung Moong	10
Mango, Salong—Sal Kung Moong	—
Mangosteens, Sun Chuk Tai per doz	46
Oranges, Tim Chang	10
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	—
Passion Fruit	—
Pears, (American)—Kam San Shui Li	10
" (Santon), Cooking—Sa Li	—
Peanuts, —Fa Sang	10
Perlimmons, Large—Hung Chiu	20
Pine-apples, 1st quality—Sheung Poon	—
" Ti Pau Law	—
" and cooking—Chung Tang	—
Paw-law	—
Platales—Tai Chiu	—
Plums, Swatow—Hung Lai	3
Pomelo, Siam—Chiu Lau Yau	20
Walnuts, Hop Ton	12
" Green—Sung Hoi Tau	—
Shanghai Lo Kwai	4

## VEGETABLES, &amp;c.

Artichokes, Shanghai—Sheung Hoi Ah	Chai Chong
Beans, (French)—Macao—Oh Moon Pin	Tau
Beans, (French), Shanghai—Sheung Hoi	Pin Tau
Beans, Sprout—Ah Chai	
Beans, Long—Tau Kok	
Beet Root—Hung Chai Tau	each
Briejals, Green—Chung Yuen Kor	
Briejals, Red—Hung Kor	
Bamboo Shoots—Chook Shun	
Cabbage, Chinese, com.—Kai Choy	
Cabbage, Red—Kai Lau Tau	each
Cabbages, (Shanghai)—Yeh Chai	
Cane Shoots, bunch—Kau Shun	
Cauliflower, Large size—Tai Yeh Chai	
Fa	each
Cauliflower, Medium size—Chung Yeh	
Choi-fa	
Cauliflower, Small size—Sal Yeh Choi-fa	
Carrots—Kam Shun	
Celery, Chinese—Tong Kan Choy	
Celery, English—Young Kan Chai	
Celery, White—Pak Young Kan Chai	
Chillies, Dried—Chai Lai Chiu	
Red—Hung Fa	
Green—Chung Lai Chiu	
Curry Stuff, English—Ka Lee Choi Liu	
Cucumbers—Chung Kwa	
Blister Squash—Fu Kwa	
Garlic—Suen Tau	
Ginger, young—Sung Tai Keng	
old—Lo Keng	
Home Radish, Shanghai—Lai Kan	place
Indian Corn—Sak Mai	
Lettuce—Young Sang Chai	each
Water Cress—Ma Tai	
Mandarin—Kwai Lum Ma Tai	
Mock Melon	
Mushrooms, Fresh—Sung Chai Khe	
Onions, Bombay—Young Chong Tau	
Green—Sung Chong	
Shai—Sheung Hoi Chong Tau	
Japan—Yai Foon	
Okra—Mo Kor	
Parley, English—Young Tai Sal	
Green Peas—Chung Tau	
Potatoes, Sweet—Fan Shu	
Shanghai—Sheung Hoi Shu	
Tsai	
Japan—Yai Foon Shu Tsai	
American—Fu Kl	
Foehow—Fok Chan Shu Tsai	
Macao—Oh Moon	
Pumpkin—Toong Kwa	
Radish—Hung Lo Pak Tsai	
Rhubarb	
Shallots—Gon Chung Tau	
Spinage (Ghishes)—Faw Chai	
Spinach—Yin Chai	
Tomatoes—Fan Kot	
Taro—Wu Tau	
Turnips, Fan-fai (Long)—Low Pak	
English—Young Low Pak	place
Vegetable Marrow—Chit Kwa	
Water Cress—Sal Yung Chai	
Calrops—Lau Kok	
Lily Roots—Liu Ngau	
Yams—Tai Shu	
Sage	per bundle
The prices necessarily vary from day to	
and the Sanitary Board has no power to co-	
traholders to sell at the prices quoted.	
W. ROWEN ROWLANDS	



## Intimation.



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF  
HIGH CLASS  
AERATED  
WATERS.

## THIS SEASON'S PRICES.

	PER DOZ.
Soda Water	50 Cents.
Soda Water (Bimby bottles)	60 "
Potash, Selzer & B. P. Soda	60 "
Lemonade	65 "
Tonic Water	75 "
Lithia Water	75 "
Ginger Ale	75 "
Sarsaparilla	75 "
Orange Champagne	75 "
Lemon Squash	75 "
Raspberryade	75 "

## SPECIALITIES:

Stone Ginger Beer	85 Cents.
Dry Ginger Ale, Pints 5; Splits 60	
Lime Fruit Cham-pagne	Pints 5; Splits 60

Bottles will be charged for at the Rate of \$1.20, per dozen, and credited in full on being returned in good condition.

A. S. WATSON &amp; CO., LIMITED.

HONGKONG AND KOWLOON.

Hongkong, 30th April, 1910.

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected M.S., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## DEATHS.

On the 4th instant, at his residence, Conduit Road, THOMAS I. ROSE, aged 59 years. [33]  
On Thursday April 27, 1910, at the General Hospital, Shanghai, Cecilio Bernardo Pereira Colloso aged 37 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 4, 1910.

## AWAKENING.

We who have before now deprecated the use of this word when speaking of the great Empire whose interests so vitally affect those, not only of Hongkong, but of many other lands beyond the sea, now find ourselves moved not perhaps by the spirit of prophecy, but by the force of visible facts to recognize that the giant is really moving. Not the unfulfilled promises of the past and present, not the decades of disappointment and failure so weigh on our minds as to blind them to many really hopeful signs. We refrain purposely from prophecy; we dare not even attempt fully to explain the phenomena now apparent. We note them, tentatively suggest their possible meaning, and await developments. One of the most gratifying corroborations of the opinions we have formed after long experience and study is the now undisputed fact that the influence of Hongkong has been mighty in educating our neighbours of the mainland. Our Chinese fellow-residents have in large numbers acquired a sound knowledge of our history and institutions, and have become so accustomed to our ways of thought that they have more or less

adopted them, and perhaps in some cases assimilated them. That they are doing this without losing their own sounds a paradox, but what Chinese mind itself does not seem to the European a mass of paradox? There are now in the world numbers, increasing numbers, of men like Mr. Lo Yuk-shan, who has made a remarkable speech to a mixed audience here in Hongkong at a dinner, and has reached a far wider audience by its publication. This cultured and thoughtful gentleman very rightly and properly affirms the truth that East and West may meet in true harmony and unison, and we may assure him that he does not appear in vain to the British "to never fail to seize an opportunity to break down the barriers retarding the advancement of free and friendly intercourse between the peoples of all races, creeds, and colours living under the aegis of the flag that stands for peace, justice, order, freedom, and good government the world over." The speaker quotes, but not fully, the words of Mr. Kipling's "Ballad of East and West." Mr. Yuk-shan is right in deprecating the thought that "never the twain shall meet." But we venture to quote onward—

"But there's neither East nor West,  
Nor breed nor breed nor birth,  
When two strong men stand face to face,  
Though they come from the ends of the Earth."

Perhaps this idea was at the back of Mr. Yuk-shan's mind when he further cited the words of that well-known "strong man" Mr. Bourne, Judge of H. B. M. Supreme Court: "The best hope of the Chinese would seem to be a strong man." He proceeded to show how hopeless a blunder any insurrection against the ruling dynasty must prove, and how no leader worthy of the noble epithet "strong" would ruin himself and the cause of his countrymen by running his neck and theirs into such a noose. We are in agreement with him; we are sure that no more horrid crime outside the dreams of a homicidal maniac could be imagined than armed enterprise on the part of any section or group of Chinese reformers, however disinterested, able or resolute. Quite apart from the almost inevitable necessity of European intervention, such a movement would be fraught with disaster to the cause of Chinese independence. It is because Mr. Yuk-shan sees this truth and asserts it, that we regret that the same breath which contained the ever-illustrious name of the Ancient Sage, Confucius, should have classed the Tai Ping Wong with him and with "hundreds of very able statesmen." Alas! that even the best of foreign educated Chinese of our time should make these slips. Hung the "Heavenly King" as he called himself failed sadly in vigour of character, he had the fanaticism, but not the greater qualities of a religious chief. Instead of being a Mahomed he was a mere false Mahdi or Khalifah, and so his cause perished. Enthusiastic reformers must not imagine that the will to regenerate a decaying world, even if exerted to the point of fanaticism, and a fierce armed revolt against a Government, however unworthy of the name, are alone in themselves sufficient to entitle a man to be called a strong leader, or to merit the praise either of his contemporaries or of posterity. We fear that the late Hung Sau-tuen of Hwahien in Kwangtung Province has no other claim to be classed with those great men of the past of whom China thinks with gratitude, or with that strong man of the future to whom she looks forward with calm, peaceful and enlightened confidence.

## THE SPORT OF THE DARING.

We can congratulate our French friends and neighbours on a new success in a field which Englishmen once thought their own. We have been taught by our own kin how to "buck up" and have taken defeat and instruction from Colonials and Americans. We have learnt modesty too, and do not grudge to plucky little Belgium her well-earned victory in rowing. Still, we thought that in all kinds of sport, even in motoring, we were as yet without rivals on the whole. Even in Arctic exploration, which is perhaps a "sport" on the grandest scale hitherto known to man, our Sir Ernest Shackleton may well grip hands with the gallant and indefatigable Peary, or the only just less fortunate but equally splendid Duke of the Abruzzi. But now we have to give the palm of victory in the newest, youngest and most wonderful of all sports to a Frenchman. After some marvellous flights in France M. Paulhan went over to England last month, and achieved the winning of the great prize of £10,000 offered by the Daily Mail to the first man who flew from London to Manchester, a distance of one hundred and eighty-seven miles. A condition was that the aeroplane might only alight twice on the way. M. Paulhan appears to have only alighted once, at Lichfield, and it would seem that he was forced to do so by darkness, as it was after 8 p.m. The remaining sixty miles would take him less than two hours. He started very early in the morning, reminding us of M. Blériot's early start from near Calais on his successful flight across the Channel to Dover. M. Paulhan arrived at Manchester at 5.30 a.m. This achievement at once gives him a place for ever on the roll of

names of great pioneers. With the brothers Wright and Blériot the name Paulhan will probably never be forgotten, any more than that of James Watt or Stephenson, or Robert Fulton. We are especially glad that a Frenchman has performed this great feat, because the French have exerted themselves extraordinarily in the study, construction and management of airships heavier than the air, and more than one martyr of French blood has given his life in the cause of aviation. Honour is due to these gallant Frenchmen, and their success is as well deserved as it is welcomed and applauded by every sportsman and every loving Britisher.

## LOCAL AND GENERAL.

BUSINESS was slack in the Summary Court to-day.

MR. Henry Keswick, of Messrs. Jardine, Matheson & Co., Ltd., arrived from England, via Shanghai, this morning.

TWO Chinese were fined \$5 each at the Magistrate's Court for removing stones from Crown land on the 'calk.'

SIR Robert Laidlaw has made a donation of £1,000 towards the cost of a 'Y. M. C. A. secretary for the F. M. S.'

MR. A. Ochsle, manager of the Asiatic Petroleum Co., is in Taipei, not in quest of oil bearing but rubber land.

THE F. M. S. gold output during March was 1,755 ozs., and the total for the three months 6,234 ozs.—all from Rabu.

THERE has been a violent all-round slump in Rubber share quotations to-day, details of which appear in our commercial section.

THIRTY acres of rubber in Ipoh, three years old, has been offered by wire to a local gentleman for \$11,000. This seems cheap at the present prices.

A CHINESE was given six months' hard labour and four hours' stocks in the Police Court this morning for snatching a purse containing \$14.85 from a companion.

LORD Knollys, the King's Private Secretary, replying to an inquiry by a correspondent, wrote that the King was anxious that his name should be kept out of political controversies.

CAPACITIES of big buildings: St. Peter's at Rome 54,000; Milan Cathedral 40,000; St. Paul's, Rome, 31,000; St. Paul's, London, 16,000; London's biggest new music hall, the Palladium, 4,000.

THE Services at St. John's Cathedral to-morrow—Ascension Day—will be as follows:—8 a.m., Holy Communion. 11 a.m., Matins, and Address by the Archbishop of Hongkong. 12 noon, Holy Communion. 4.30 p.m., Evensong.

As the Anti-Opium Commissioners have become aware of the fact that many high provincial officials still smoke opium, they intend to impeach a few of them to serve as a warning to the others.

MR. T. Rehm, of the Deutsche Asiatische Bank, Tientsin, has been appointed foreign manager of the Commercial Guarantees Bank of Chihli, at the same time retaining his connection with the German Bank.

The general agent of the Maa'schappij tot Mijde-Boeten-Landbouwexploitatie in Langkat has received a telegram from Tandjura Poeta (dated 29th ultimo), informing him that, at the general meeting of the company held there that day, the resolutions carried at the meeting of shareholders held in Shanghai on the 27th March were passed.

A FIFTEEN-YEAR-OLD youth was awarded seven days' hard labour and ten strokes with the birch for stealing an umbrella. It appears that the young one found a companion sleeping in a doorway with the umbrella in his hand and snatched the article from his loose grasp. The victim of the theft on awaking from his slumbers proceeded to a certain pawn-shop, where he awaited the probable arrival of the thief and on the latter appearing with the umbrella was seized and handed over to a guardian of the peace, with the result already stated.

A CHINESEMAN was charged at the Magistrate's Court this morning with stealing \$15.5, consisting of a bank draft, bank-note, a gold watch and chain and a pearl earring from a Japanese passenger on board the s.s. Idomenos on the 2nd inst. It appears that the owner of the valuables having decided to perform certain ablutions left his belt containing the valuables near a bath-tub. He was absent for about a minute only but on his return he discovered that the belt had disappeared. A Chinese passenger on the ship saw the thief pick up the girle and handed him over to the ship's authorities. This morning the man was awarded six months' hard labour and six hours' stocks.

We have received a copy of "Health and Beauty for Women and Girls," by Helena Gent, Esq., set, from "Health and Strength" Library, 12, Burlington Street, London, W.C. The book will prove an excellent guide for women of all ages for the improvement of their health. It is discussed the many obstacles that have prevented women from following the laws of nature. The arguments set forth in its pages conclusively prove that women should not only perform a few well-chosen exercises daily, but should pay more attention to the care of their health. The system advocated not only tends to give mobility to the body, but it will greatly assist the general carriage, as well as being a means of producing excellent health. It contains 18 well-posed photographs illustrating the various chapters on the importance of deep breathing, reducing weight, increasing height, etc., and gives simple exercises for strengthening the muscles, otherwise inactive and undeveloped. As it is a subject which plays an important part in women's sphere, we do well to draw our lady readers' attention to this excellent manual, the following of the regimen in which is productive of improved health and a beautiful physique and carriage.

## DEATH OF AN OLD RESIDENT.

THE LATE MR. THOS. I. ROSE.

Another old resident in the Colony has passed away. By the death of Mr. Thomas I. Rose at his residence, in Conduit Road, this afternoon, another familiar figure in the life of Hongkong has been removed. Mr. Rose's demise was due to an affection of the kidney of which he had been the sufferer for some time. On Sunday week last Mr. Rose underwent an operation, and so well did he withstand it that a week later, last Sunday, he was considered to be fairly on the road to recovery. His condition gave absolutely no cause for apprehension and it was even thought, as late as yesterday, that deceased would soon be well and about again.

An unexpected turn, however, for the worst took place this morning and his medical attendant pronounced his condition as being very serious. His friends were communicated with and later in the afternoon the patient was rapidly sinking. He passed away shortly before 1 p.m. to-day.

The late gentleman's connection with Hongkong must have been one of between 25 and 30 years. In the pioneer days of development in the territory of the British North Borneo Co., Mr. Rose came to Hongkong to take up a position in the Company under Mr. Dudley Travers, a brother of the late Mr. A. K. Travers, at one time Postmaster General in Hongkong. Upon the departure of Mr. Travers, Mr. Rose succeeded him and with Mr. H. L. Dalrymple carried on the business of the Hongkong branch of the Borneo Co. When that firm retired from active operations in the Colony, Mr. Rose established himself as a share and general broker, limiting his sphere of activity to a small but influential clientele.

During the early days of the Hongkong and Whampoa Dock Co., Ltd., Mr. Rose joined that flourishing industrial company as its book-keeper in 1893, being promoted to the secretaryship in 1896 when that post was created as a distinct office from the chief manager's. The volume of the work of that large concern rendered it expedient to separate the two offices. Through stagnation in trade and the stress of severe competition within and outside the Colony, the scheme of reorganization was brought into operation last year when deceased severed his connection with the Dock Co. to once again start as a stock broker. The office of the Stockbrokers' Association were closed, this afternoon on the respect for the deceased. Mr. T. I. Rose was fifty-nine years of age at the time of his death. We understand the funeral will take place to-morrow.

## APPLICATION FOR EXTRADITION.

STORY OF AN ARMED ROBBERY.

Before Mr. J. R. Wood in the Police Court this afternoon, extradition proceedings were commenced against Lung Loi for an armed robbery alleged to have been committed in Chinese territory.

Mr. H. L. Deacons, Jr., stated that prisoner was charged with armed robbery. The robbery took place in an opium-dealer's shop in the village of Tam Tsau, in the Heung-shan district, at 11 p.m. on the 7th December last. Six robbers entered the shop, tied up the inmates and looted the place, carrying away \$300 worth of raw opium, \$185 in money and some ornaments and bangles. The robbers then fled with their booty.

Evidence was called and the case remanded.

## CANTON DAY BY DAY.

COINING OF 10-CENT PIECES.

[From Our Own Correspondent.]

Canton, 3rd May.

Since the beginning of the year the Canton Mint has stopped coining 20-cent subsidiary silver pieces, and the amount of these subsidiary silver coins now in circulation is said to be hardly sufficient to meet trade requirements. The local native banks have submitted a joint petition to the authorities for enabling them to apply to the Tsuchi Pu (the Ministry of Finance as a kiosk) for authority to resume the minting of 20-cent pieces by the Canton mint in order to relieve the want of the Canton money market.

## A CONSUL'S NERVOUSNESS.

The Chinese Consul at Singapore, Cho Ping Lung, has informed the Canton Viceroy by telegraph that one Liu Ching Ha and others, members of a certain revolutionary society, are about to leave Singapore for China with a large quantity of arms and ammunition to be landed at Swatow or thereabouts with the intention of creating a disturbance. On receiving the above information H.E. Viceroy Yuan gave strict instructions to his subordinates to take precautionary steps to prevent the importation of the reported contraband by the alleged reformers.

## DAMAGE TO RAILWAY TRACTS.

Owing to the rising of the rivers up country during the last two days, the tracts of the Canton-Hankow Railway have suffered damage to a certain extent in three different places in the Ngau Chan Au section.

## THE FATAL COLLISION.

With reference to the collision in which a passenger junk was run down at Sam Hung Ki by a launch when on her way to Kowloon, five dead bodies were recovered, on the 2nd inst. by the members of the Canton Foo Ping Hospital on board a steam launch and were brought to Canton.

## THE SPINNING FARM.

It has been reported that the Capton Shin Hou Kuk department has granted to Leung Kwok Chun the spinis monopoly for the Kwangtung province at an annual rental of \$800,000; but another man named Fuong Pan Lap has now come forward and offered a sum of \$1,000,000 a year for the monopoly. It is not known whether the Shin Hou Kuk department will cancel the lease to Leung and accept Fuong's offer.

## THE SHANGHAI RACES.

FIRST DAY'S RESULTS.

Further results of the first day's races in Shanghai in connection with the Spring meeting are as follows—

THE CATHAY CUP.—One mile and a half.  
China (Chigbino)..... 1  
Vespasian (Alderton)..... 2  
Royal Ros (Burkill)..... 3  
Time: 3m. 28sec.

Record time: 3m. 29 2/5 sec.  
THE POH-MA-TING CUP.—One mile.  
Maballa (Willemeit)..... 1  
Sandy (Hayes)..... 2  
Varuna (Lampshire)..... 3  
Time: 2m. 13 1/5 sec.

Record time: 2m. 02 1/2 sec.  
THE HART LEGACY CUP.—Half a mile.  
Hankow (Pausen)..... 1  
Snipet (Eggers)..... 2  
Veldun (Alderton)..... 3  
Time: 1m. 01 2/5 sec.

Record time: 55 3/5 sec.  
THE JOCKEY CUP.—One mile.  
Morengo (Kowe)..... 1  
Y'm Off (Brand)..... 2  
Buckingham (Railton)..... 3  
Time: 1m. 13 3/5 sec.

Record time: 2m. 02 1/2 sec.  
THE KIANGSU CUP.—One mile and three quarters.  
Spring Rose (Burkill)..... 1  
Sagittarius (Alderton)..... 2  
Pessimism Tree (Vida)..... 3  
Time: 4m. 08 1/5 sec.

Record time: 3m. 43 4/5 sec.  
THE ECLIPSE STAKES.—One mile and a quarter.  
Viscount (Springfield)..... 1  
Oak (Burkill)..... 2  
Warwick (Dalgleish)..... 3  
Time: 2m. 54 1/5 sec.

Record time: 2m. 33 4/5 sec.  
THE CHIHUI CUP.—One mile.  
Petroc (Jones)..... 1  
Mist (Vida)..... 2  
Cautehouse (Lindsay)..... 3  
Time: 2m. 19 1/5 sec.

Record time: 2m. 02 1/2 sec.  
SECOND DAY'S RESULTS.  
CHU-KAZA CUP.  
Mabiles (Alderton)..... 1  
Hankow (Pausen)..... 2  
Orcas Rose (Rowe)..... 3  
Time: 1m. 37 3/5 sec.

SHANGHAI DERBY.  
Ministrel (Alderton)..... 1  
Oak King (Burkill)..... 2  
Viscount (Springfield)..... 3  
Time: 3m. 31 3/5 sec.

MONGOLIAN PLATE.  
State Bank (Vida)..... 1  
Cautehouse (Lindsay)..... 2  
Portrush (Pausen)..... 3  
Time: 3m. 02 sec.

RACE CLUB CUP.  
Sagittarius (Alderton)..... 1  
Buckingham (Johnstone)..... 2  
Gatwick (Rowe)..... 3  
Time: 4m. 35 1/5 sec.

Record time: 4m. 16 1/5 sec.  
GRAND STAND STAKES.  
Cumberland (Johnstone)..... 1  
Rubber King (Burkill)..... 2  
Prowfield (Moller)..... 3  
Time: 2m. 55 2/5 sec.

Record time: 2m. 33 4/5 sec.

## FAR EASTERN AFFAIRS.

BRITISH POLICY QUESTIONED.

London, April 29th.

The Government's replies to the daily questions about China have excited the keenest interest and comment.

Independent papers denounce the evasiveness of the replies. *The Globe*, under the title "The Far Eastern Foreign Office," asserts that there is growing resentment to distrust Sir Edward Grey's Far Eastern Policy. The paper views with concern the hesitating tendency to avoid all trouble, initiative and responsibility, even at the expense of a very considerable sacrifice of British interests. Its extraordinary weakness in connection with the Chinese-Aigun Railway was a case in point. *The Globe* continues: "The Government does nothing to help British merchants in Manchuria. Everyone will be glad if Sir Edward Grey uses such influence as remains to him to support the work of British subjects in the Orient."

THE CHINA ASSOCIATION.  
*The Financial* encourages the effort to galvanize the China Association into life (sic) and asserts that, if British interests are to remain permanent in China, closer co-ordination of commercial, financial and political interests must be adopted. This could only be undertaken by the Foreign Office in conjunction with the more important commercial groups.

THE CHINCHOW-AIGUN RAILWAY.  
A series of questions in the House of Commons, notably by Earl Winterton, Unionist, member for Hoveham, and Mr. J. F. Remnant, Unionist member for Finsbury, have been directed to inciting Government support for the British financial groups.

Replying to Mr. Remnant, Mr. McKinnon Wood, Under-Secretary for Foreign Affairs, declared that, after consideration of the treaty conditions, there appeared nothing unreasonable in the attitude of Russia and Japan in regard to the Chinchow-Aigun Railway.

Mr. Remnant asked whether the Government would give the same backing to the British groups as did other nations to theirs. Mr. McKinnon Wood replied that the action of financial groups was entirely independent of the Government.

CHEWSE FORT.  
There still exists much agricultural agitation against Chinese pork, of which 16,000 carcasses were re-exported last month because they were without backbones.

Mr. John Burns, President of the Local Government Board, declared in the House that these were all white pigs, not "black" as even some of the "C. D. News."

## GALE AT WUCROW.

DAMAGE TO SMALL CRAFT.

[From Our Own Correspondent.]

Wuchow, 2nd May, 1910.

At 3 p.m. to-day a cyclonic gale passed over the city. It carried off the roof of numerous buildings. Such was the force of the wind that several steamers and pontoons were dragged from their moorings. Numerous small crafts were overturned and many sank. So far as is known only three lives were lost. The gale seems to have been only local.

## BILL OF EXCHANGE DISHONOUR.

ACTION IN THE SUMMARY COURT.

Before Mr. Justice Hazland, Acting Puisne Judge, in the Summary Court this morning, Mr. Douglas Graham, of Alexander Buildings, sued the Ying Cheong Lung firm, of 66, Wellington Street, to recover the sum of \$15 83, amount due on a bill of exchange duly accepted and dishonoured by the defendants. The plaintiff further claimed the sum of \$1.25 as interest due on the bill of exchange. Mr. Shepton appeared for the plaintiff and the defendant appeared in person.

Mr. Shepton stated that the bill of exchange was duly presented to the defendant firm but was dishonoured. A writ of foreign attachment was applied for and granted on the ground that the defendants tried to evade the process of the Court. The debt was attached to the writ and there was a balance of the principal still due. The sum of \$1.25 was also due as interest on the bill of exchange.

Judgment was given for the plaintiff with costs.

In connection with the same case, the garnishee representing the Yau Lung Hing firm was called into the box. He stated that the Yau Lung Hing firm owed the Ying Cheong Lung \$128.31 and the Ying Cheong Lung owed the Yau Lung Hing \$392.55, therefore the sum of \$375.77 was due to the Ying Cheong Lung. Witness stated that he was willing to pay the amount.

His Lordship made an order for the amount to be paid into Court by the garnishee and a further order for payment out to the plaintiff.

## "NIPPON MARU" IN A GALE.

JAPANESE LEVIATHAN WEATHERS THE STORM.

Still bearing the scars of a lambasting received from a cyclone encountered on the run from Yokohama to Honolulu, the Japanese liner *Nippon Maru* arrived yesterday just 20 minutes after midnight, says the *San Francisco Call* of 29th March. At sunrise the federal doctors boarded the liner and the passengers were on the Pacific Mail wharf before 8 o'clock. Captain H. S. Smith, who succeeded Captain Stevens as the master of the liner, says that the storm was the worst he ever encountered, and the appearance of the *Nippon* confirms his judgment.

Half a dozen heavy glass ports, on the starboard side were beaten in by the waves. The brass frames that held the ports were twisted into junk. Three of the ports that were torn from their fastenings were in the saloon and water that came pouring in flooded the saloon waist deep. One of the glass ports was thrown out of its frame so violently that it landed on the sideboard in the centre of the saloon and left a track like that of a 10 inch shell. Of the stained glass doors to the saloon only the frames were left. Much damage was done above the deck. Everything movable was washed overboard and the starboard gangway was smashed.

As result of the storm the *Nippon*, already late, lost more time and was then held over a day in Honolulu for inspection by the United States authorities before the steamer's passenger license was renewed. For these reasons the *Nippon* arrived here Monday instead of the previous Thursday. The liner brought 24 cabin passengers and 56 Asiatics, 50 of whom were Hindus. The cargo of 2,564 tons included 3,739 rolls of matisse, 514 bales of raw silk and a small shipment of tea.

## EXTRAORDINARY DISEASE IN OSAKA FU.

LOCAL MEDICAL MEN HAFLED.

In the three villages of Kamits-hi, Tanuko and Nishi-modzu Mura, of Shikoku District, Osaka Fu, a peculiar disease has been prevailing since last year. Dr. Iwasaki, of Tanuko Mura, has diagnosed 36 patients suffering from the disease since March of last year. Twenty-three of them died and three are still under treatment. The patients are all boys under 15 years of age. At first the patients felt a shivering, cold, sensation and when fever sets in, the whole body is covered with purple spots. The tip of the spots is a little swollen with water. When pressed with the fingers, the purple colour does not fade. The patient gradually passes into a state of coma and dies in from 15 to 30 hours. Acute pain is felt in all the joints, accompanied by a severe headache. Dr. Yoshida, of the Osaka Fu Sanitary Department, was sent to the localities and a report is to be made to the Home Department. According to the statement of Dr. Iwasaki, the maled is not infectious but there are signs of its spreading to the localities near by.—*Kobe Herald*.

Mr. Calhoun, the new American Minister, on the 24th ult.

TELEGRAMS from Constantinople state that there is no longer any doubt that the Turks are confronted with a formidable insurrection throughout the whole of North Albania. The Albanians hold both ends of the Kachal Pass and are holding up trains.

Mr. H. E. Drury, of B. K. M. Estate, Saugwal met with a terrible accident on Sunday afternoon. Reaching to get a bottle of crude carbolic acid from a high shelf, the bottle turned over and scattered the contents over him. His face was dreadfully burned, but his eyesight fortunately is unimpaired.



## THE CHINA ASSOCIATION.

## ANNUAL REPORT.

The annual report of the China Association for 1908-1909 has just been issued. It is a bulky document running into 175 pages, and contains a vast amount of interesting matter concerning all that affects British interests in China. It is impossible for us to reproduce it in *the Telegraph*, but it will be of interest to set forth the principal points in a brief and succinct manner. In the report for 1908-1909, prominence was naturally given to the dramatic events in Peking in November of that year, note was taken of the peaceful succession to the throne by the infant Emperor Hsuan Tung, under the regency of his father, Prince Chun, and comment was made upon a very generally expressed opinion that such peaceful succession was evidence of China's innate gift of government, and was hailed as ushering in "The New Regime in China," with high expectancy of progress and reform. In the report for 1909 it is pertinent to attempt some measure of consideration of how far such expectancy has been realised. The report proceeds—

That the year has witnessed some measure of genuine effort in the direction of reform may be admitted, but it would at the same time appear that such effort has so far had but little practical result. After edicts have been thundered from Peking, condemning existing abuses, commanding their redress, and grandiloquently setting forth the principles of good government and the duties of rulers towards the people, there is little evidence, however, that these exhibitions from the Vermilion Peril have much disturbed the provincial rulers, who, indeed, would seem to base their conduct of affairs on the ancient Chinese proverb, that "The Moultain is high and Peking is far distant." *Voix de l'extremum* would, for the most part, seem to be the result, if of the time, of the Imperial Edicts.

The relations between Peking and the provinces form, perhaps, the leading question of the year—a question commanding the greatest attention. The Shanghai correspondent of *The Times*, has recently (Jan. 10) well put the case. "A centralisation of authority," he says, "is contrary to all the instincts and traditions of the people, and unattainable except through the exercise of force, which has never been permitted available." It is this centralisation which European diplomacy has been endeavouring to force upon China for the past 50 years, and the writer goes on to state a truth, which all who know China would admit, that a provincial mandarin is perpetually compelled by the traditions and necessities of his position to adjust the finances of his *petit Etat* *à sa guise*, so as to satisfy at the same time the demands of the Central Government, of local opinion, and of his own future, a problem which he solves according to the exigencies of the situation on the lines of least resistance. In the face of such tradition of provincial Government it is easy to appreciate the opposition shown towards the new *regime* of constant interference by the Central Government, and to understand the reason why which is accorded by the provinces to orders from Peking.

It is being constantly suggested by imperfectly informed writers on the Far Eastern question that what Japan effected in the *Suey* may equally be accomplished by China to-day. And such suggestion is, to those having knowledge of Far Eastern affairs, manifestly absurd; it can only have its origin in any undigested acceptance of the facts of the great Japanese revolution, without consideration of the abnormal circumstances which rendered that revolution possible, and ignoring the enormous political changes which have been witnessed in the Far East in the last 50 years. It would seem to be forgotten that Japan's great revolution was fought and bloodily fought for a period of 15 years (1854 to 1869); it was won through the leadership of men of remarkable ability and character; but the predominant reason of its success was that Japan was able to fight out the question by herself, unhampered by any complicating interests. But in China, what is the position to-day? It has recently been succinctly summed up by the special correspondent to *The Times*, who points to China's complicated network of foreign interests, to the burden of her foreign indebtedness—hampering her freedom of action—and to the eye-eyed attitude of foreign powers "watching for a favourable opportunity to further their political and territorial ambitions at her (China's) expense." In face of such complications to her external relations, coupled with acute internal dissension, the path of reform in China must indeed be a thorny one—3 path crossed in all directions by both internal and external complications. The loudly-voiced cry of "China for the Chinese" must, in its literal expression, and if intelligently and patriotically conceived, command respect, but it cannot but be suspected that it is merely the cry of the "Young China" party, who, with minds half-opened by a smattering of Western education (an educational condition which has been described as "pseudocivilisation") are simply endeavouring to upset the ancient conditions of their country for their own material advantage. Of the leadership, civility, and self-sacrifice which characterised, and rendered possible, the Japanese revolution, there is but little evidence in China.

## THE CONSTITUTIONAL MOVEMENT AND PROVINCIAL ASSEMBLIES.

In the annexes to the report are a general résumé of the numerous Edicts which, during the year, have been abounded from Peking on the Constitutional question. The very number of these Edicts is so itself suggestive of an absence of working reciprocity between Peking and the provinces; and the *prolongation* of these certainly gives support to such suggestion, for while they are wordily insistent upon obedience to the Imperial commands, there is constant complaining note of want of provincial co-operation.

With regard to the Provincial assemblies the report comments on the lack of informa-

tion on the subject. The Peking correspondent of *The Times* has given his opinion that the general result has "more than fulfilled expectations," and the report proceeds—

It is surely a significant fact that it took more than two and a half months from the date of the inauguration of the assemblies to collect the information upon which Dr. Morrison's pronouncement is based. In almost any other country the doings of the assemblies would certainly have been immediately known, but China, through her want of communications, is still a sealed country as regards her internal affairs; and this fact raises the further suggestion of the danger arising from the want of intercommunication between the various assemblies, without which no homogeneity of Imperial effort can surely be obtained. Of sporadic earnestness we have apparently some proof, of collective earnestness we have none, and the suggestion may be hazarded that the earnest sporadic work of the provinces may lead the central Government to unaccomplished difficulties.

## FINANCE AND CURRENCY.

The report states that judged by the standard of the number of edicts on the question of financial reform which have emanated from the Throne during the past year, it would appear that an immense forward stride has been taken towards a betterment of China's fiscal conditions. But of this practically there is, as yet, little or no sign.

As regards the currency question there is simply to be recorded China's continued disregard of her obligations under Article II. of the Treaty of 1902. More than seven years have elapsed since then, and there is still no sign of the "Uniform National Coinage" which the Treaty promised. The mission of Tang Shao-yi to Europe and America, at the beginning of last year, raised expectation that the question was at last being seriously taken in hand; but the result have been all, and Tang Shao-yi himself seems to have been relegated to official obscurity. The truth of the matter would appear to be that the interests of those who batten on the existing system of currency chaos are too strong for the Central Government.

In last year's Report note was made of the certain disastrous result to trade (home or foreign) entailed by the terrible depreciation of the copper coinage—the coinage of the people—and the position to-day, says the report, is worse than it was then.

## OPINION.

On this question interest naturally centres upon the International Opium Commission which sat in Shanghai in February of last year. While the Commissioners were unanimous in recognising the sincerity of Chinese Government in its anti-opium crusade, strong note was nevertheless taken of grave disadvantages entailed in there being no trustworthy statistics as to the acreage under poppy cultivation in China, despite the Imperial decree of June, 1907, calling for such return. The Chinese delegates undertook to call the attention of their Government to the matter, which of course is one of prime necessity for the purpose of ascertaining how far China is performing her part in the international undertaking. But without questioning the honesty of intention of the Chinese Government in the matter, the fact remains that no trustworthy statistics are yet forthcoming—nothing more in fact than fragmentary provincial reports, which, there is only too much reason to suspect, may have their origin in interested, personal motives.

## MANCHURIA.

The various questions in regard to Manchuria are discussed at some length. After another 12 months, says the report, experience of development of affairs in Manchuria, we can only stand confirmed in the belief that in a country administered as is China, railway control is being proved to be closely synonymous with territorial control—a fact which the Chinese seem to be appreciating elsewhere than in Manchuria. After reciting the course of events in connection with the question of Russia's claim to "absolute and exclusive rights of administration" in the territories of the Chinese Eastern Railway, the report observes that the settlement of this question of jurisdictional rights, whether Russian or Japanese, in the Manchurian railway zone is one of pressing importance. It quotes Dr. Morrison, who recently said: "It is increasingly evident that no permanent solution and no satisfactory progress will be possible until the respective spheres of influence and rights of the Japanese and Russian Railways are clearly defined in the spirit of the Portsmouth Treaty." After a reference to the "Manchurian Convention," signed in Peking last September, by which the vexed question of the Hsienmintao-Fukumen Railway received its quietus, the report refers to the Chinchow-Tientsin-Angou Railway, an Anglo-American enterprise, regarding which it was reported on Jan. 21, "on good authority," that a receipt had been issued sanctioning the preliminary agreement entered into last October. Probably a good deal more will be heard of this scheme in the near future; meantime, one or two questions seem to present themselves. Is it, for instance, the intention of the United States to apply to this railway the principle of internationalisation which they have recently advocated? What will be the attitude of Russia and Japan towards it, seeing the jealousy with which both countries regard the railway development of Manchuria and Mongolia? It is reported that they are not actively hostile, and that they can be placated by an arrangement of participation; what terms of participation will they require? Again, why did China choose the particular time, when attention was so fixed upon the "railway internationalisation" proposal, to publish the receipt sanctioning the concession of this line to an Anglo-American group? Why not first have secured the certainty of Russo-Japanese co-operation?

## RAILWAYS.

In the Report for 1908 it was stated that during that year little progress of a satisfactory

nature had been made in the development of railway enterprise in China. The Report for 1909 must be that the year has seen a very remarkable development, but whether satisfactory or not is a question which the future must decide.

The main point of interest is the influence which has been exercised over railway development through the remarkable growth of what is known as the "China for the Chinese" movement, and the resistance which the provincial leaders of that movement oppose to foreign enterprise in the Empire, despite concessions obtained through Peking. The movement is a remarkable one; no doubt it appeals, and is meant to appeal, to the people as patriotic, but more probably it has its foundation in the desire of its promoters to retain for themselves the opportunities of illicit gain which attach to native-managed enterprises. Anyway, it would seem to be certain that this "Revolt of the Provinces" (as it has come to be called) finds its basis in this as in other directions, in a provincial repudiation of the weakness and incapacity of the Central Government, and in the belief that the orders of Peking may be disregarded with impunity. There can be little doubt that the "loan terms," which foreign lenders to China have found it necessary to impose for their own protection, are resented by a large and increasingly powerful section in China. There ought not to be any reason why China should not be free to offer foreign capital for the exploitation of her enormous potential wealth in the same way as money is lent to other countries; but the Government of China, being what it is, simply compels lenders to safeguard themselves through "loan terms" which under other conditions would be unnecessary.

The incidents in connection with the loan terms of the German section of the Tientsin-Pukow railway are commented on, it being pointed out that subsequent events, fully supported the view widely held that the agreement (of Pukow terms) does not adequately safeguard the expenditure of foreign loan funds. Reference is also made to the international squabble in connection with the Hankow-Canton and Hankow-Hankow lines. The report states that one point is worthy of note, which is that after a year of contention the several competing Powers do not appear to have arrived at a satisfactory conclusion, and that the local Chinese are strongly (and with some semblance of success) pressing their demands that the lines should be home-constructed.

## LEKIN.

On the subject of *lekin* the report observes:—It must be admitted that in our appreciation of "things Chinese" we are constantly falling into error. For instance, the opinion was generally expressed that railway development in China would prove to be the death-knell of *lekin*. Such opinion has been proved to be utterly wrong, for the railways have simply proved an easier means for *lekin* exaction than before. This has been particularly exemplified on the Shanghai-Nanking line, over which the carriage of goods is practically rendered prohibitive through the exactions of the *lekin* officials. And as regards *lekin* generally, it has to be observed that the curse grows worse and worse—few exactions, under all sorts of names, are being levied in every direction. Take the case of Shanghai itself; not only are the settlements becoming surrounded by an ever closer cordon of *lekin* stations, but the utmost vigilance on the part of the Municipal authorities is required to prevent interference with the native shopkeepers in the settlements themselves.

## MISCELLANEOUS.

With regard to mining the report points out that the Chinese Government has made no attempt to fulfil the engagements which by treaty they undertake. Reference is made to the Kiang-shing Company in Seachuan and the Anhwei Commission. Other questions dealt with are weights and measures, the Huangpu Conservancy, British Postal Agencies in China, Trade Marks, Shanghai Settlement Extension, the School of Chinese, the Hongkong University, etc., which do not call for any special comment. For the rest the report contains the full correspondence with the local branches and reports of the annual meeting and dinner, together with a synopsis of the more important edicts issued from the end of 1908 to Jan. 7, 1910—*L. & C. Express*.

## 1910 KISEN KAISHA.

## CONDITIONS STEADILY IMPROVING.

Our readers will be pleased to learn that contrary to general expectation, the business of the T.K.K. is steadily improving. On the South American route the gross profits earned by the *America Maru* were ¥104,720. On the first voyage of the *Hongkong Maru* ¥115,300 and on the second run ¥26,000 were made in profits. Besides this return, the Government subsidy is ¥70,000 per voyage and there is a good margin from this even after all expenses are met. It is expected therefore, says the *Japan Herald*, that if the favourable conditions continue through the six voyages during this year the estimated profit will be obtained. The business on the North American service is also growing favourably. In the latest voyage of the *Chiyu Maru* a profit of ¥300,000 was obtained and it seems possible that ¥140,000 will be reached in future voyages. Such being the conditions, the net profit will very likely cover the greater part if not all of the loss amounting to ¥1,066,000.

ONCE the race meeting is ended, the swimming men in Shanghai hope to begin training for the coming summer squalls. It is understood that the Hongkong men are already hard at work getting into form, and although nothing official has yet been arranged, it is hoped that several of the best swimmers from the southern port will be able to come up here and meet our cranks in the big bath—*Shanghai Times*.

## To-day's Advertisements.

## WANTED.

LARGE APARTMENT suitable for Office. Centrally situated. First Floor preferred. Lift, if higher floor. Must be well lighted and ventilated. Send particulars to—

"L." Care of This Paper. Hongkong, 4th May, 1910. [339]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship.

"JAPAN." Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 7th May, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 4th May, 1910. [336]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship.

"MONMOUTHSHIRE." Captain G. E. Warner, will be despatched, as above on or about 25th inst.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 4th May, 1910. [337]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

## THE Steamship.

"JAPAN." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 4th May, 1910. [344]

## COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

May 4th, 4.00 p.m. The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

All India	5/9
Anglo-Java	21s. 23
Anglo-Malaya	25 1/2 ex. div.
Belgumwies	533
Batu Tigas	107 1/2
Bertams	8/6
Bukit Kajangs	309 1/2
Bukit Rajahs	300 1/2
Carey United	27 1/2 prem.
Castlefields	110 1/2
Changkat Serrangs	512
Cheras	520
Damansaras	160 1/2
Eastern Internationals	33 1/2 prem.
Fed. Selangors	320 1/2
Glenahies	53 1/2
Glenahies	140 1/2
Golden Hopes	145 1/2
Highlands and Lowlands	127 1/2 ex. div.
Indragiris	343
Isch Kennells	270 1/2
Jeques	8/8
Jonglandors	20 1/2 prem.
Kamunings	9 1/2
Kuala Lumpors	195 1/2
Latandons (fully paid)	140 1/2
Latandons (ppd.)	112 1/2 prem.
Lathis	145 1/2
Ledburys	97 1/2
Linggis	51 1/2
Lundon Asiatics	127 1/2
London Ventures	8 1/2
Melindus	7 1/2
Pajamas	51 1/2
Pegohs	56 1/2
Rubber Trusts	57 1/2 prem. ex. n. i.
Saggas	310 1/2
Sandycrofts	540
Sapongs	38 1/2
Seafelds	155 1/2 prem.
Sekongs	35 1/2 prem.
Shelfords	73 1/2
Singapore & Johore	522
Sumatra Paras.	12 1/2
Sungei Chohs	107 1/2
Sungei Kaparr	80 1/2
Tandjongs	55 1/2 prem.
Tangkahs	25 1/2 prem.
Ulu Rantus	116 1/2 ex. n. i.
United Serrangs	120 1/2
United Singapore	54 1/2
United Sumatras	10 1/2
United Langkats	70 1/2 ex. rights
Para Rubber	11 1/2

## Events Coming.

Wednesday, 4th May: Geo. P. Lamont, Auction sale of furniture, 2.30 p.m.

Thursday, 5th May: Legislative Council meeting, 2.30 p.m.

Saturday, 7th May: Hughes and Hough Auction sale of furniture, 2.30 p.m.

Hughes and Hough Auction sale of Japanese curios, 2.30 p.m.

Cricket at the Cricket Ground, presentation of Shield, 2.30 p.m.

Boxing at Belle Vue Hotel Stadium, 9 p.m.

## To-day's Advertisements.

## NOTICE TO CONSIGNEES.

FROM NEW YORK.

## THE Steamship.

"INDRASAMHA" Captain T. R. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 10th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents. Hongkong, 4th May, 1910. [335]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"DERFFLINGER" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th of May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of May, at 9.30 A.M.

All claims must reach us before the 14th of May, 1910, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO Ex S.S. *Tharapid* from Constantinople.

Damilo from Venice.

Burgmeister from Zanzibar.

NORDDEUTSCHER LLOYD, MELBOURNE & CO., General Agents. Hongkong, 3rd May, 1910. [17]

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

FORWARDED SAILINGS FROM HONGKONG FOR VANCOUVER, B.O., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing Date.

*River Clyde*, 3,913, J. Keir, 6th May.

*Oceanic*, 4,657, F. W. Davies, 11th June.

*Kumera*, 6,232, J. Mathie, 5th July.

*America*, 4,363, J. Boyd, 26th July.

*Sueria*, 6,232, F. S. Cowley, 23rd Aug.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 5



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 20 TO 25 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 1ST.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	
"MONTEAGLE" TUESDAY, AUGUST 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (Inclusive Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Bremen.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants, Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port ..... 43.

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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamers	Sailing Dates
SANDAKAN	"MAUSANG"	FRIDAY, 6th May, Noon.
MAA WILU	"YUNNANG"	FRIDAY, 6th May, 4 P.M.
SINGAPORE	"HINSANG"	SATURDAY, 7th May, Noon.
SHANGHAI	"JIANGSANG"	SATURDAY, 7th May, Noon.
TIENSIN	"CHEONGSHING"	MONDAY, 10th May, Noon.
MANILA	"LOONGSANG"	FRIDAY, 13th May, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	TUESDAY, 17th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	WEDNESDAY, 18th May, Noon.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers "Kutsang," "Namsang" and "Moji" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Vancouver, Port, Obolon, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 4th May 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	Sailing Dates
HONGKONG	"FJONGHOU"	5th May, 10 A.M.
SHANGHAI	"ASHUI"	5th May, 4 P.M.
WEIHAIWEI, CHEFOO & TIENSIN	"HUIHOU"	6th May, 4 P.M.
HAIPHONG	"BI-GAN"	7th May, 10 A.M.
SAIGON	"BI-TOU"	7th May, Noon.
SHANGHAI	"CHIHUEA"	8th May, Daylight.
MANILA	"ORAN"	10th May, 3 P.M.
SHANGHAI	"ORAN"	12th May, 4 P.M.
SHANGHAI	"LI-AN"	13th May, Daylight.
MANILA	"YAMING"	17th May, 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	28th May, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Cheow, Linan, Chihuea), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

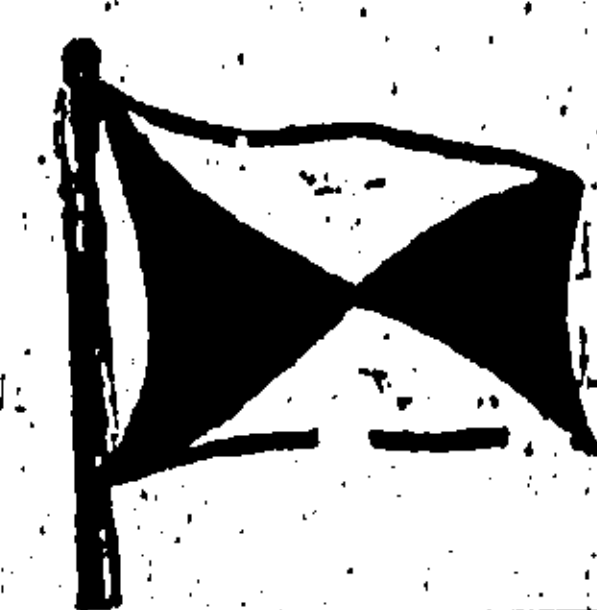
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16. Hongkong, 4th May, 1910.



HONGKONG—MANILA CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamer	Class	Captain	For	Sailing Date
44710	1st	R. Rodger	MANILA	SATURDAY, 7th May, at Noon.
44711	1st	A. Fraser	"	SATURDAY, 14th May, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 10th April, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KREMUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 18th May, at Noon.
Do.	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 18th June, at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST, PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 8th May, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 11th May, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Fuseno	THURSDAY, 12th May, at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd May, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"IYO MARU" Capt. R. T. Keda, Tons 7000 "HIRANO MARU" Capt. H. Fraser, Tons 9000 "TANGO MARU" Capt. A. Christensen, Tons 8300	WEDNESDAY, 11th May, at Daylight. WEDNESDAY, 25th May, at Daylight. WEDNESDAY, 8th June, at Daylight.
VICTORIA, B.C. & SEATTLE	"SADOMARU" Capt. S. Horiuchi, Tons 7000	SATURDAY, 21st May From KOBE
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"TAMBA MARU" Capt. K. Sato, Tons 7000 "AWA MARU" Capt. S. Ishikawa, Tons 7000	TUESDAY, 24th May, at Noon. TUESDAY, 21st June, at Noon.
SYDNEY AND MELBOURNE via NILA THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"HIKOKU MARU" Capt. M. Yagi, Tons 6000 "KUMANO MARU" Capt. M. Winkler, Tons 6000	FRIDAY, 13th May, at Noon. FRIDAY, 10th June, at Noon.
BOMBAY via SINGAPORE AND COLOMBO	"BOMBAY MARU" Capt. Teranaka, Tons 5000	TUESDAY, 17th May.
NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU" Capt. M. Winkler, Tons 6000	WEDNESDAY, 11th May, at Noon.
KOBE and YOKOHAMA	"KAMO MARU" Capt. F. L. Sommer, Tons 9000	THURSDAY, 12th May, at Noon.
SHANGHAI, MOJI & KOBE	"COLOMB" Capt. E. Combes, Tons 5000	WEDNESDAY, 11th May.
DALNY, NAGASAKI, MOJI, KOBE & YOKOHAMA	"KAWACHI MARU" Capt. H. Petersen, Tons 7000	WEDNESDAY, 4th May.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$90
2nd .....	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between calling ports in Japan.

\* Fitted with new system of wireless telegraphy. \* Cargo only. \* Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO,

Shipping—Steamers



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI"

Captain G. W. Gordon, R.N.R., carrying his Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th May, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's R.M.S. "Moolton," 9,621 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "India," due in London on 16th June, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required. For further Particulars, apply to K. A. HEWETT, Superintendent.

Hongkong, 2nd May, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

via MOJI, KOBE AND YOKOHAMA.

Steamer	Ton	Captain	Sailing Date
River Clyde	3,913	J. Kerr	1910
Oceanic	4,557	F. W. Davies	11th May
Kamrie	6,124	J. Mahie	11th June
Americ	4,363	J. Boyd	26th July
Suerie	6,232	F. S. Cowley	23rd Aug.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED General Agents.

Queen's Buildings. Hongkong, 14th April, 1910.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR"

Capt. S. H. Nelson, will be despatched for the above Ports on FRIDAY, the 6th May, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a daily certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Return tickets are available by the Indo-China Steam Navigation Co's steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 20th April, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM"

Captain George, will be despatched as above on TUESDAY, the 10th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd April, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY

S.S. "SURUGA" About 31st May.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 3rd May, 1910.

Shipping—Steamer.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubaltino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI"

Captain Dini, will be despatched as above on FRIDAY, the 13th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 3rd May, 1910.

Intimations

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Mercantile.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Underwritten and Executed. SHEWAN TOMES & Co., General Managers.

Hongkong, 10th March, 1908.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIKLER'S PATENT MOTOR

LAUFBOHRS, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL OIL

and

P. & O. SPECIAL LIQUOR BOOTHS

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 11th March, 1909.

JAPANESE MASSAGE.

Masseur MEIJI SHA,

GRADUATE OF

KOBE MESSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCE.

No. 171, WANGHAI ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag



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CHINA COAST METEOROLOGICAL REGISTER.						
May 3rd, 1910, a.m.						
	Bar.	Th.	Hu.	Wind	Wr.	
Vladivostok.....	7 a.m.	30.79		NW	5	3
Nemuro .....	8 a.m.	30.79		NW	5	3
Fukushima .....	"	30.79		NW	5	3
Kochi .....	"	30.79		NW	5	3
Nagasaki .....	"	30.79		NW	5	3
Kyushu .....	"	30.79		NW	5	3
Dairen .....	"	30.79		NW	5	3
Yokohama .....	"	30.79		NW	5	3
Singapore .....	"	30.79		NW	5	3
Canton .....	"	30.79		NW	5	3
Shanghai .....	"	30.79		NW	5	3
Peking .....	"	30.79		NW	5	3
Tientsin .....	"	30.79		NW	5	3
Harbin .....	"	30.79		NW	5	3
Mukden .....	"	30.79		NW	5	3
Qiqihar .....	"	30.79		NW	5	3
Changchun .....	"	30.79		NW	5	3
Jiamusi .....	"	30.79		NW	5	3
Heilongjiang .....	"	30.79		NW	5	3
Inner Mongolia .....	"	30.79		NW	5	3
Gansu .....	"	30.79		NW	5	3
Ningxia .....	"	30.79		NW	5	3
Shaanxi .....	"	30.79		NW	5	3
Henan .....	"	30.79		NW	5	3
Hubei .....	"	30.79		NW	5	3
Guizhou .....	"	30.79		NW	5	3
Yunnan .....	"	30.79		NW	5	3
Szechwan .....	"	30.79		NW	5	3
Hankow .....	"	30.79		NW	5	3
Wuchang .....	"	30.79		NW	5	3
Yangtze River .....	"	30.79		NW	5	3
Yellow Sea .....	"	30.79		NW	5	3
Korea .....	"	30.79		NW	5	3
Japan .....	"	30.79		NW	5	3
Philippines .....	"	30.79		NW	5	3
Indo-China .....	"	30.79		NW	5	3
Burma .....	"	30.79		NW	5	3
Siam .....	"	30.79		NW	5	3
Malaya .....	"	30.79		NW	5	3
Southeast Asia .....	"	30.79		NW	5	3
Oceania .....	"	30.79		NW	5	3
Australia .....	"	30.79		NW	5	3
New Zealand .....	"	30.79		NW	5	3
South America .....	"	30.79		NW	5	3
North America .....	"	30.79		NW	5	3
Europe .....	"	30.79		NW	5	3
Asia .....	"	30.79		NW	5	3
Africa .....	"	30.79		NW	5	3
Antarctica .....	"	30.79		NW	5	3

South coast of China between Hongkong  
smocks, Same as No. 1.  
South coast of China between Hongkong  
Japan, Same as No. 1.

1st April—*Australien, Cormarthenshire, Ausson, Rabinga, Kaga Maru, Pulus, Vermont.* 5th April—*Alecinus, E. F. Ferdinand, Alkhan.* 8th April—*Enyeli S mona, Kawachi Kaga, Maehoon, Polythamus, Sengawaba, Java.* 10th April—*Benary, Conlon, Denbighshire, De Milinger, Japan, Kalama Macedonia, Inglethorpe, Arcadia.* 15th April—*Anson, Istish Maru, Denbighshire, Tadlin, Kamp Kaga, Larres, Prinsess Alice, St. Patrick, Angolia, Socotra, Towane, Vorwärts, Welik Prince.* 19th April—*Ceylon, Glenloch, Stenry, Swavia.* 21st April—*Peruut, Saxonia, Arlan, Shimosa, Simla, Sunda, Thatta, Tonkin.* 26th April—*Denbigh, Benlomond, P. E. Friedrick, Kanagawa Maru.* 29th April—*Pringisviga, Alkisch Maru, Klissi, Mewnon, Welmachau, Corra.* 3rd May—*Alt Maru, Glenloch, Glouster, Indragawa, Pembroke, Rapa, Simla.*

Arrivals at Home: 1st April—*Armand Beale, Hydon, Keneset.* 5th April—*Kelpow, Silanturk, Kinsick.* 7th April—*Nyanga.* 8th April—*Cormarvonsk, Kaga Maru, Lwigov, I. George, Yunan.* 18th April—*Norman Prince, Katsun.* 19th April—*Maehoon, Polythamus, Seneca.* 22nd April—*Alecinus, Yunan.* 25th April—*Prinsess Alice.* 29th April—*Macedonia.* 30th April—*Anson, Cormarvonsk, Ninkilow, Seegolia, Vorwärts.* 28th April—*Java.* 29th April—*Patlan, Stenry, Tonkin.* 3rd May—*Indian, Kanagawa Maru, Hawaii.*

torpedo boat destroyer	000	000	000
cruiser, and class	000	000	000
torpedo boat destroyer	000	000	000
torpedo boat destroyer	000	000	000
torpedo boat destroyer	000	000	000
cruiser, 1st class	000	000	000
cruiser, 1st class	000	000	000
river gunboat	000	000	000
surveying ship	000	000	000
armored cruiser 1st class	000	000	000
cruiser, 1st class	000	000	000
river gunboat	000	000	000
river gunboat	000	000	000
torpedo boat destroyer	000	000	000
river gunboat	000	000	000
river gunboat	000	000	000
river gunboat	000	000	000
torpedo boat destroyer	000	000	000
receiving ship	000	000	000
river gunboat	000	000	000
river gunboat	000	000	000
torpedo boat destroyer	000	000	000
surveying ship	000	000	000
torpedo boat destroyer	000	000	000
river gunboat	000	000	000
river gunboat	000	000	000
river gunboat	000	000	000

White's Flag of Vice-Admiral the Honorable  
 Flying Flag of Vice-Admiral Sir Alfred

4,306	6	5,700	Lieut.-Comdr.
3,060	10	7,000	Lieut. Junior Grade
275	0	4,000	Captain John
275	6	4,000	Lieut.-Comma.
150	6	3,900	Lieut.-Comma.
9,800	14	22,000	Lieut.-Comma.
14,100	18	30,000	Captain S. Far
616	4	1,300	Captain Olin
1,070	6	1,400	Lieut.-Comma.
14,600	14	27,000	Captain F. O.
1,000	4	22,000	Captain Geo. C.
180	2	800	Captain L. E.
85	3	140	Lieut.-Comma.
150	6	6,300	Lieut.-Comma.
85	3	240	Commander E.
85	3	240	Lieut.-Comma.
85	3	240	Lieut.-Comma.
85	3	240	Lieut.-Comma.
4,610	6	6,300	Lieut.-Comma.
180	6	—	Gunner W. B.
180	3	800	Commodore H.
170	2	900	Lieut.-Comma.
355	6	6,300	Lieut.-Comma.
320	4	410	Lieut.-Comma.
370	6	5,900	Lieut.-Comma.
195	3	800	Lieut.-Comma.
150	3	510	Lieut.-Comdr.
150	3	550	Lieut.-Comma.

Hornett	...	Shanghai
Mr Lloyd Thomas	...	Hongkong
Holas	...	Shanghai
Mr B. J. Guy, V.C.	...	Hongkong
Mr G. M. Monroes	...	Hongkong
Mr G. C. Heathcote	...	Hongkong
Hua	...	Hongkong
Jackson	...	Southern England
Mr T. J. S. Lyne	...	Yantai
Lammonth	...	Hongkong
Layley	...	Hongkong
Lawer, M.V.O.	...	Hongkong
Mr G. P. Leith	...	West River
Mr O. H. Woodward	...	Yangtze
Lewansoo	...	Hongkong
Mr J. White	...	West River
Mr E. J. Southby	...	West River
Mr J. M. Barker	...	Yangtze
W	...	Hongkong
Yuen	...	Hongkong
Mr H. R. Godfrey	...	Yantai
Mr H. T. Atlay	...	Yangtze
Mr G. B. Hartford	...	Hongkong
Mr R. L. Hancock	...	Hongkong
Mr C. A. Remantile	...	Hongkong
Mr B. W. Brooke	...	Yangtze
Mr H. Wilding	...	Yangtze
Mr G. F. A. Malock	...	Yangtze



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,023,418	2 1/2% for half year ending 31.12.09 @ ex 1/9 = \$15.11	4% {505 sellers London 49, 10/}
National Bank of China, Limited .....	99,925	7	6	\$4,000 \$10,000	\$30,552	\$2 (London 3/6) for 1909 .....	\$76 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,100,000 \$154,383 \$102,791 \$125,000	none	\$10 for 1908 .....	7% 172 1/2
North China Insurance Company, Limited .....	10,000	15	15	Tls. 22,000 Tls. 115,253 Tls. 120,186	Tls. 207,573	Final of 7/6 making 15/- for 1908 .....	Tls. 115 sellers
Union Insurance Society of Canton .....	12,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$187,084	Final of \$70 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909 .....	5 1/2% 284 1/2 sellers
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	\$1,000,000 \$294,405 \$199,264	\$77,037	\$12 and bonus \$3 for 1907 .....	7% 225
<b>FIRE.</b>							
China Fire Insurance Company, .....	20,000	\$100	\$30	\$1,000,000 \$550,341 \$161,161	\$4,846	\$5 and bonus \$2 for 1908 .....	7% 112 1/2 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,400,000	\$416,218	\$27 for 1908 .....	8% 142 1/2
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	\$77,435 \$230,000 \$100,000	Dr. \$3,777	\$2 1/2 for 1908 .....	8 1/2% sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$100,000 \$100,000	Dr. 11	2 1/2 for year ending 30.6.1908 .....	\$14
Hongkong, Canton & Amoy Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$17,500 \$103,541 \$19,106	120,766	Final of \$1 1/2 for account 1910 .....	8% 530 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	15	15	\$10,000 \$40,000	13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3.154 .....	5% 570
Do. (Deferred) .....	60,000	15	15	\$40,000	13,755	3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5% 94 1/2
"Shell" Transport and Trading Company, Limited .....	2,000,000	10	10	\$100,000 \$100,000	\$3,121	\$1.00 for year ending 10.4.1909 .....	4% 326 sellers
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	\$100,000 \$40,980	\$3,121	\$0.50 for year ending 10.4.1909 .....	3 1/2% 344 sellers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$50,000 \$83,620	Dr. \$7,090	\$10 per share for 1909 .....	\$178 b. & 10.
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	\$100,000	Dr. \$135,801	\$3 for 1897 .....	\$28
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 1,000	Tls. 6.02	Tls. 10 for year ending 31.8.09 .....	Tls. 900 sellers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	1	1	\$25,000 \$34,390	1,435	Final of 1/6 making 3/- for 1909 .....	7% Tls. 18
Headwaters Mining Company .....	60,000	Pa. 10	Pa. 10	none	none	First year .....	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited .....	150,000	1	1	18,100	1,191	\$1 per share 13 dividend .....	8 1/2% sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.09 .....	\$11
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$550	\$50	\$550,000 \$3,693 \$40,000	\$261,847	\$2 1/2 for 1909 .....	\$57 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$50,000 \$38,448	1,137 1/2	Interim of \$1 1/2 for account 1909 .....	60 buyers
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	120,000 1,000	Tls. 6.06	Interim of Tls. 2 1/2 for 1910 .....	6 1/2% Tls. 76
Shanghai and Hongkong Wharf Company, Limited .....	35,000	Tls. 100	Tls. 100	Tls. 1,000 Tls. 1,000	Tls. 9.222	Final of Tls. 4 for 1909 .....	7% Tls. 123
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	\$15,000 \$24,000	Tls. 4.314	Tls. 6 for year ending 29.2.09 .....	5 1/2% Tls. 102 sellers
Central Hotels, Limited .....	50,123	\$15	\$15	\$15,000	\$24,000	\$1.20 on old and 60 cents on first new issue \$2.60 on old shares and 1.30 on new shares	\$16 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$10,000	\$1,177	for half year ending 31.12.09 .....	\$107 1/2
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$150,000	127 9	Interim of 3/- for account 1909 .....	\$8 1/2 buyers
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	\$20,000 25,850	15,771	45 cents for 1909 .....	6% 384 buyers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	11 9	\$2 1/2 for 1909 .....	5% 329 buyers
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 Tls. 30,000	Tls. 63,069	Final of 6% bonus Tls. 1 for 1909 .....	6 1/2% Tls. 111
West Point Building Company, Limited .....	12,500	\$50	\$50	none	45	Final of \$1.8 1/2 for account 1909 .....	8 1/2% \$40
<b>COTTON MILLS.</b>							
Kwa Cotton Spinning and Weaving Company, Ltd. ....	20,000	Tls. 50	Tls. 5	Tls. 1,000 Tls. 40,008	1,091	Tls. 11 for year ending 31.10.09 .....	8 1/2% Tls. 137 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$1	none	10,551	50 cents for year ending 31.7.08 .....	56 1/2% sellers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.09 .....	Tls. 62
Luen-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 1	10,000	Tls. 1,870	Tls. 6 for 1909 .....	Tls. 78
Sey Chee Cotton Spinning Company, Limited .....	2,000	Tls. 100	Tls. 5.0	Tls. 1,173	31,173	Tls. 25 for 1909 .....	Tls. 450 ex div.
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	\$1,100	1,047	15% per share for 1908 .....	10% \$10 buyers
Ching-Boreo Company, Limited .....	60,000	\$12	\$12	\$10,000	1,119	60 cents for 1909 .....	\$11 sellers
China Light and Power Company, Limited .....	50,000	\$10	\$10	none	2,622	10 cents for year ended 28.2.06 .....	\$2 sellers
Do. Do. special shares .....	50,000	\$1	\$1	none	2,622	80 cents for 1909 .....	8 1/2% 384 buyers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$1	\$100,000	1,100	\$1.20 for year ending 31.7.09 .....	8 1/2% \$19 buyers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	\$1,000	1,189	Final of 40 cents making in all 75 cents per share for 1909 .....	10% \$7 1/2 and 22.
Green Island Cement Company, Limited .....	400,000	\$10	\$10	\$13,000	14,390	80 cents for year ending 31.12.09 .....	8% \$12
H. Price & Company, Limited .....	12,000	\$10	\$10	\$5,000	5,070	A dividend of \$1.20 per share and a bonus of 10 cents .....	6% \$19 1/2 ex div. b.
Hongkong Electric Company, Limited .....	60,000	\$10	\$1	none	11,798	Final of \$8 for 1909 .....	10% \$160 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$150,000	\$9,176	Final of \$1 making in all \$2 for 1912 .....	8 1/2% 344 sellers
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$10	\$4,000	11,798	4th interim of Tls. 12 1/2 for 1909 .....	6% Tls. 1,425 b.
Maatschappij tot Mijl- Bosch en Landbouw planten in Langkat, Limited .....	25,000	Ga. 100	Ga. 100	Tls. 61,924	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09 .....	6% \$15 buyers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	\$20,000	Pa. 18,640	None .....	3% \$1.60 buyers
Peak Tramways Company (new) .....	50,000	\$10	\$10	none	18,640	None .....	3% \$1.1 buyers
Philippine Company, Limited .....	75,000	\$10	\$10	none	18,640	Final Tls. 5 making Tls. 8 for 1908 .....	4 1/2% Tls. 315 sellers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 1,000	Tls. 5,250	None .....	25 buyers
South China Morning Post, Limited .....	6,000	\$25	\$25	none	Dr. \$31,096	40 cents for year ending 31.5.09 .....	8% \$5 buyers
Steam Laundry Company, Limited .....	20,000	\$25	\$5	none	none	60 cents for year ending 31.12.03 .....	5% \$9 sellers
Union Waterboat Company, Limited .....	50,000	\$10	\$10	\$11,956	\$342	60 cents per ord. share for year ending 31.5.09 .....	6 1/2% \$12 sellers
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$5	\$50,000 25,000	\$2,613	Final of 30 cents for 1908 .....	6 1/2% \$6 1/2 buyers
Watson (A.S.) & Co., Limited .....	90,000	\$10	\$1	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 .....	5% \$3 sellers
William Powell, Limited .....	15,000	\$7	\$7	none	none		

## Intimations

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the states of the Company.

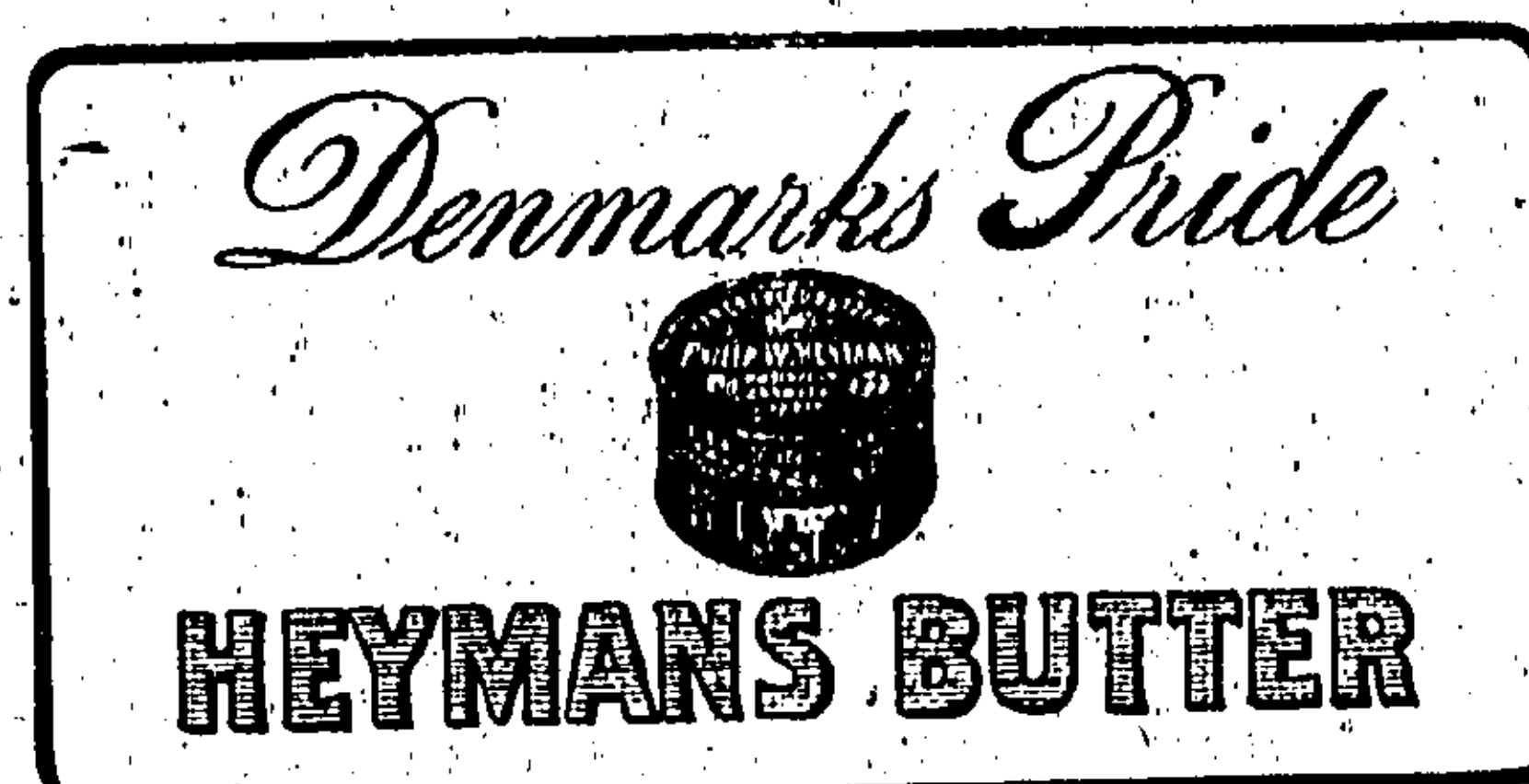
## SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

AGENTS.



SIEMSEN &amp; CO., Sole Agents.

49

MOHIDEEN &  
CO.FINEST ASSORTED  
COLLECTION  
OF  
CEYLON  
JEWELLERY  
AND  
GEMSof all kinds in stock.  
Gold Guaranteed.2B, D'AGUILAR STREET,  
HONGKONG.HONGKONG, 18th March, 1910.  
KWONG FUNG YUEN,  
HEAD OFFICE—No. 83, Des Voeux Road West  
TIMBER YARDS—Kennedy Town.TIMBER MERCHANTS,  
SAW MILL OWNERS,  
AND  
GENERAL CONTRACTORS  
TO  
H.B.M. Naval and Military  
Authorities.I HAVE always on hand large stock of  
American Fir, Douglas Fir, Oregon  
Pine, Teak, Yacal, Hardwood, Oregon Spar,  
Chinese Spar, Chinese Pine of all descriptions.  
Inspection invited to the Yards.  
Best Terms.  
Quick delivery.  
LEUNG TAI,  
Managing Director.  
Hongkong, 19th January, 1910.

FREE TRIAL.

TRY THE

ROYAL STANDARD  
TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long.

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

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SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

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